

A Guide to the

2003 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

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What Is the Transportation Improvement Program (TIP)?

The federally required Transportation Improvement Program, or TIP, is a comprehensive listing of all Bay Area transportation projects that receive federal funds or that are subject to a federally required action, such as a review for impacts on air quality. The Metropolitan Transportation Commission (MTC) prepares and adopts the TIP every two years. By law, the TIP must cover at least a three-year period and contain a priority list of projects grouped by year. Further, the TIP must be financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available) and must include a financial plan that demonstrates that programmed projects can be implemented. Federal regulations also require an opportunity for public comment prior to TIP approval.

Transit, highway, local roadway, bicycle and pedestrian investments are included in the TIP. Apart from some improvements to the region's airports, seaports, and privately-owned bus and rail facilities, all significant transportation projects in the region are part of the TIP. All projects included in the MTC-prepared TIP must be derived from and/or consistent with the long-range transportation plan for the Bay Area, MTC's Regional Transportation Plan (RTP).

As mentioned above, the impact of the TIP on regional air quality also must be evaluated. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP (unless the TIP consists entirely of exempt projects) in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations.

Why a Revised 2003 TIP?

On May 24, 2002, MTC released a Draft 2003 TIP and scheduled it for adoption by the Commission at its July 24, 2002 meeting. However, due to a Stay Order issued by the United States Court of Appeals for the Ninth Circuit staying EPA's approval of the motor vehicle emission budget (MVEB), MTC was not able to approve the 2003 TIP as originally scheduled. The MVEB is necessary for MTC to conform the TIP as required by federal air quality regulations.

Pending resolution of the EPA lawsuit, MTC adopted an Interim TIP, on October 23, 2002, containing exempt projects and projects that substantially supported the implementation of transportation control measures (TCMs). The Interim TIP was forwarded to Caltrans, FHWA and FTA for approval and inclusion in the Federal Statewide Transportation Improvement Program (FSTIP) and FHWA and FTA approved the vast majority of the projects (more than 1,000) in the Interim TIP on November 12, 2002, but postponed action on certain transit and HOV expansion projects totaling \$1.3 billion. Federal action on the non-exempt projects that substantially supported the implementation of transportation control measures (TCMs) was deferred until March 2003.

On November 13, 2002, the U.S. Court of Appeals dismissed the petition challenging EPA's approval of the MVEB, concluding that the plaintiffs lacked standing to bring the action, and on December 24, 2002, the Court lifted the stay order on EPA's adequacy finding on the budget. These recent actions by the courts have allowed MTC to conform the non-exempt projects throughout the region and proceed with a new revised TIP document, containing both projects from the Interim TIP and the non-exempt projects that were not included.

MTC has developed the revised Draft 2003 TIP in cooperation with the county Congestion Management Agencies, Caltrans, individual cities, counties, transit operators, and other project sponsors, and in consultation with FHWA and FTA. The document was released for public comment in December 2002, with a Public Hearing held on January 8, 2003. The Commission adopted the Revised 2003 TIP on January 22, 2003.

The air quality conformity finding for the Draft 2003 TIP is based on the air quality analysis for the 2001 Regional Transportation Plan (RTP) and relies on the prior regional emissions analysis, as allowed under 40 CFR 93.122(e).

How Is the TIP Developed?

MTC develops the TIP in cooperation with the Bay Area Partnership board and its constituent members including individual cities and counties, transit operators and other project sponsors. The Partnership board consists of the top managers of some three dozen agencies responsible for moving people and freight in the Bay Area and for protecting the region's environment. Members include other regional agencies, federal and state agencies, county congestion management agencies (CMAs), and public transit providers. The board provides a forum for top managers of the region's transportation system to contribute to the policy-making and fund programming activities of MTC, and to improve coordination within the system. The Partnership, working through its committees and task forces, played a significant role in the selection of projects programmed in the 2003 TIP.

Central to developing the TIP is MTC's process for deciding how to invest "flexible" federal dollars, meaning those funds that can be used on a variety of transportation needs, be they local streets, bus replacements, rail extensions, a new freeway interchange or bicycle and pedestrian routes. To develop a plan for spending funds in the federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), MTC works closely with local partner agencies and its citizen-based advisory committees to develop regional priorities.

MTC has adopted a policy to use these flexible federal funds for preservation and more efficient operation of the existing transportation system, which complements the programming of state and local funds primarily for expansion projects. MTC's policy also calls for funding projects that would not be eligible for other funding sources, such as small-scale, community-oriented development linking land use and transportation.

The TIP also includes federal funds that return to the region by statutory formula for transit capital and, in very limited circumstances, operating purposes. These funds constitute a baseline of revenue for transit operators, who are also able to compete for other discretionary funds.

Financial Constraint

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be available. In developing the 2003 TIP, MTC has taken into consideration the transportation funding revenues expected to be available during

the three years of the TIP (FY 2002-03 through FY 2004-05), and has found the 2003 TIP to be financially constrained.

The 2003 TIP is a compilation of previously programmed projects, where a programming action has already occurred. Therefore, no new funding is being added to projects through the adoption of the 2003 TIP; the projects were previously programmed under estimates available at the time those actions were taken by various transportation funding agencies. For example, the Transportation Congestion Relief Program (TCRP) projects were legislatively selected in the year 2000. State Transportation Improvement Program (STIP) projects reflect the action taken by the California Transportation Commission (CTC) in adopting the 2002 STIP on April 4, 2002, with subsequent amendments. The CTC actions were based on the 2002 STIP Fund Estimate adopted by the CTC on August 23, 2001, as required by State Statute. The 2003 TIP also includes regional Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ) and Transportation Enhancement Activities (TEA) funds from the Transportation Equity Act for the 21st Century (TEA 21) that were apportioned to the region and programmed by prior actions taken by the Metropolitan Transportation Commission (MTC Resolutions 3216, approved October 27, 1999 and 3483, approved June 26, 2002). The TIP includes Toll Bridge projects and regionally significant local projects approved by transportation agencies with the authority to make programming actions for local funds. The 2003 TIP does not include any new projects programmed with Regional STP, CMAQ or TEA funds in FY 2003-04 and FY 2004-05, as Congressional reauthorization is not expected until the fall of 2003.

Although recent State Budget proposals have suggested reducing funding available for projects from the Transportation Investment Fund (TIF), including the Governor's Traffic Congestion Relieve Program (TCRP) projects, there are no funding changes necessary or prudent to be taken at this time, as no action has been taken by the State Legislature or CTC to adopt funding cuts or revise programming of any project. It would be premature to revise the programming of any project, given that there are several potential solutions to the budget situation including opportunities for revenue enhancements such as the sales tax increase proposed by the Governor, a temporary increase in the gas tax, or Garvee bonding. There is a potential the budgetary situation may result in being only a cash flow challenge, with the programming commitments remaining intact, with either the projects being delayed to the following fiscal year, or proceeding at the expense of future transportation funding not assumed in the 2003 TIP.

Should an action occur that significantly affects the funding of programmed projects in the TIP, then MTC, along with its partners and the project sponsors, would review the actual impact to the TIP. Appropriate action, such as possible TIP amendments addressing the funding of the affected projects, would be taken at that time.

The 2003 TIP: Features and Highlights

- The 2003 TIP covers programming for fiscal years 2002-03 through 2004-05.
- The 2003 TIP includes approximately 1,000 individual transportation projects and several lump-sum entries for certain program categories, such as state highway maintenance.
- The 2003 TIP includes committed federal, state, and local funding of approximately \$10 billion.

Project listings for the 2003 TIP may be viewed online on the MTC Web site, at: www.mtc.ca.gov/publications/tip/tipind.htm. Those without access to the Internet may view a printed copy of the project listings at the MTC-ABAG Library in Oakland at 101 Eighth Street, and at major public libraries in the Bay Area.

Relationship of the TIP to Other Federal and State Transportation Improvement Programs

Federal Statewide Transportation Improvement Program

Just as each metropolitan region is required to develop a TIP, each state is required to develop a Federal Statewide Transportation Improvement Program (FSTIP) pursuant to federal regulations. The FSTIP includes all federally funded transportation projects from throughout the state. In California, regional TIPs' are included in the FSTIP without modification once approved by the relevant Metropolitan Planning Organization (MTC, in the case of the Bay Area) and after the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) make their required financial constraint and air quality findings. Projects must be in the FSTIP before funding authorities, such as FTA, FHWA, or the California Department of Transportation (Caltrans), can "obligate" funds (i.e., commit funds to contract) on their behalf - and, therefore, before sponsors can actually spend any of these moneys.

State Transportation Improvement Program

The California Transportation Commission (CTC), a state-level panel appointed by the governor, is required to biennially adopt, and submit to the Legislature and the Governor, a State Transportation Improvement Program (STIP). The STIP is a comprehensive listing of all major projects to be funded from specified state funding programs, including certain federal funds that flow directly to the state. As a result, many of the projects that are included in the STIP must eventually be included in the regional TIPs and the FSTIP as well.

The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout California, called Regional Transportation Improvement Programs (RTIP). The CTC releases a Fund Estimate telling each region how much money it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided up throughout the state.

Once MTC adopts the RTIP for the Bay Area, it is forwarded to the CTC. In turn, the CTC must accept the RTIP or reject it in its entirety and send it back to the region for revision.

Meanwhile, Caltrans proposes another element of the STIP for the CTC to adopt, known as the Interregional Transportation Improvement Program, or ITIP. The ITIP comprises the remaining 25 percent of STIP funding. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system - for example, intercity rail, interregional highways and the like.

What Period of Time Does the 2003 TIP Cover?

The number of years of programming included in the TIP varies by fund source. Only the “core” three years of programming in the 2003 TIP, Fiscal Years (FYs) 2002-03 through 2004-05, will be officially adopted by the state as part of the FSTIP, described above. In the case of some projects, carryover funding from prior TIPs is included and noted as “prior year carryover funding.” In addition, estimated funding for projects in future years (beyond the three years that comprise the 2003 TIP) is included for information.

What Sources of Funding Are Programmed in the TIP?

The 2003 TIP programs transportation funding from a wide variety of sources. Several of the major sources from which funds are programmed are:

Federal Transit Administration (FTA) Programs

- Urbanized Area Formula Program Operating and Capital funds (FTA Section 5307)
- Urbanized Area Capital Program Fixed Guideway funds (FTA Section 5309)
- Capital Program Discretionary Bus funds (FTA Section 5309 - Bus)
- Capital Program New Starts funds (FTA Section 5309 - New Starts)
- Nonurbanized Area Formula Program (FTA Section 5311)
- Elderly and Persons With Disabilities Program (FTA Section 5310)

Federal Highway Administration (FHWA) Programs

- Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds
- Transportation Enhancement Activities (TEA) Program
- Federal Emergency Relief (ER) Program
- Highway Bridge Replacement and Rehabilitation (HBRR) Program
- Hazard Elimination Safety (HES) Program
- Railroad/Highway Grade Crossing Program
- Various federal discretionary programs (including High Priority Projects Program, Discretionary Ferry Boat Program and the Federal Lands Highway Program)

State and Local Programs

Not all state and local funds have to be programmed in the TIP. However, if these funds are used to match federal dollars described above, or if they are attached to projects that require federal approval or other formal federal action, they must be included in the TIP. Such state and local fund sources can include the following:

- State Transportation Improvement Program (STIP), which contains state gas tax funds as well as the state's share of several federal highway fund sources, including the state share of STP, National Highway System (NHS), Interstate Maintenance (IM) and Interstate Completion (IC) funds, among others;
- State Highway Operations and Protection Program (SHOPP);
- Transportation Development Act (TDA) & State Transit Assistance (STA) funds;
- Proceeds from county half-cent sales taxes, and sales taxes for transit;
- Regional Measure 1 (RM 1) bridge toll funds;
- Carryover projects from the 2001 TIP may also show funding from state programs that are no longer in existence, such as: Flexible Congestion Relief (FCR), Urban & Commuter Rail (UCR), Proposition 116, Retrofit Soundwall, Intercity Rail, Transportation Systems Management (TSM) and Transit Capital Improvement (TCI) programs;
- Various other funds programmed to regionally significant, locally funded projects.

How Are Projects Selected for Funding?

Development of Project Proposals

Ideas for projects emerge from a variety of planning efforts at the city, county, transit operator, and regional levels. Some of the major sources for projects are the county congestion management programs, countywide transportation plans, transit operator short-range transit plans, and the state highway planning process conducted by Caltrans. When the project scope, purpose and budget are fully developed, the project may then be proposed for funding.

Project sponsors - the agencies designated to implement the projects - are responsible for initiating requests for TIP programming, applying for the programmed funds, and carrying their projects to completion. In the Bay Area, the implementing agencies include public transit operators, Caltrans, MTC, the Bay Area Air Quality Management District, the congestion management agencies, the nine Bay Area counties, and the individual cities within each county.

Project Selection Processes

The process by which a project is selected for programming in the TIP depends on the type of project, and the specific fund source being sought. Below is a listing of processes and MTC resolutions that describe the selection processes. The resolutions are available on the MTC Website at www.mtc.ca.gov/publications/tip/tipind.htm.

Federal Flexible Funding Policy
Regional Transportation Improvement Program (RTIP)
Transit Capital Priorities
STP/CMAQ
Regional Transit Expansion Program (RTEP)
Transportation for Livable Communities

Resolution No. 3053
Resolution No. 3404
Resolution No. 3232
Resolution No. 3216
Resolution No. 3434
Resolution No. 3483

Regional Transportation Plan (RTP) Consistency

Only projects consistent with the 2001 RTP were included in the 2003 TIP. This means that even fully-funded projects were excluded from the 2003 TIP, if they were inconsistent with the 2001 RTP. Projects are reviewed for consistency with the RTP as they are submitted for funding in the various programs, and as they are amended into the TIP for the first time.

Air Quality Conformity

Under federal law and regulations, the TIP must be analyzed by MTC to determine if it conforms with the Bay Area's approved federal Air Quality Plan (also referred to as the State Implementation Plan, or SIP). Motor vehicle emissions are modeled, considering all projects in the TIP, and must not exceed the Motor Vehicle Emissions Budget (MVEB) identified in the SIP and approved by EPA. In addition, the TIP must provide for the timely implementation of strategies to reduce emissions that are in the SIP, called Transportation Control Measures (TCMs).

Since the 2003 TIP does not include any new regionally significant projects beyond those currently included in the 2001 RTP, and all the TIP projects were modeled in the appropriate future year, MTC is using the same conformity analysis and findings from the 2001 RTP, as allowed under 40 CFR 93.122(e). Copies of the analysis are available for public review at the MTC-ABAG Library, 101 Eighth Street, Oakland, and on the MTC Web Site at: www.mtc.ca.gov/publications/tip/tipind.htm.

Can Changes Be Made to the TIP?

From time to time circumstances dictate that changes be made to the TIP. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirements for TIP development and approval. MTC will consider such amendments when the circumstances prompting the change are compelling, and the change will not adversely affect air quality conformity or financial constraint findings. TIP amendments must also be approved by Caltrans, FTA and FHWA.

In accordance with MTC Resolution No. 3302, routine TIP amendments may be administratively approved by the executive director of MTC. This streamlined procedure bypasses several steps in the standard approval process required for larger changes, thereby saving two months in the TIP amendment process. To be administratively approved, the proposed amendment must not adversely affect air quality, must not adversely impact the financial constraint of the TIP, must not increase the total project cost by more than 20 percent or more than \$2 million, and must not significantly change the scope of the project. All other proposed TIP amendments must be

brought before MTC's Programming and Allocations Committee and the full Commission for consideration and approval.

Proposed additions or changes to projects contained in the TIP must also conform to the amendment rules of the funding program involved. Specific TIP amendment rules and procedures are available on MTC's Web site at:

www.mtc.ca.gov/publications/tip/tipind.htm.

How Are TIP Projects Implemented?

Once the 2003 TIP is approved by FHWA and FTA and included in the FSTIP, project implementation may proceed. The first step is generally project review. Under Government Code § 66520, any application for federal or state funds for a transportation project must first be submitted to MTC for review as to its consistency with the Regional Transportation Plan. Project review also ensures that projects undergo a process called Intergovernmental Review, which gives other agencies and the public a formal mechanism to comment on a project before it receives federal approval. In addition, certain projects may be required to undergo project-level air quality conformity analysis, based on federal Clean Air Act requirements.

The type of project determines the level of review a project must undergo. Projects that are not capacity increasing are generally approved administratively when the TIP or TIP amendment is approved by MTC. Projects that are administratively approved are so denoted in the TIP. For all other TIP projects, project sponsors must apply to MTC for review when a project is ready for funding and environmental documentation has been approved by FTA or FHWA.

Once project review is completed, projects can receive allocations or obligations of programmed state or federal funds. Fund application and approval procedures vary according to the funding source involved. Project sponsors should discuss the specific fund application/approval procedures for their projects with the appropriate MTC staff.

Project Delivery

Delivering transportation projects within the estimated cost, scope and schedule has been one of the key issues in state transportation policy in recent years. Most notably, SB 45 - Kopp (Chapter 622, Statutes 1997) and AB 1012 – Torlakson (Chapter 783, Statutes of 1999) established penalties for not delivering projects funded with STIP, STP or CMAQ funds within certain prescribed deadlines.

SB 45 and AB 1012 give regions, counties and sponsors very real incentives to deliver projects more quickly by creating negative consequences - projects now stand to lose their funding if not delivered according to schedule. Under AB 1012, regions must obligate STP and CMAQ funds apportioned to them within three years, or the state will redirect the funding to other projects. The California Transportation Commission (CTC) further applied the AB 1012 delivery deadlines to regional TEA funds as well. SB 45 established a complex series of project delivery deadlines for projects in the STIP. If these deadlines are not met, the funds are redirected to other projects, in some cases outside of the Bay Area.

Since the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, MTC has had aggressive regional funding deadlines in place to encourage timely project delivery. If a project could not be delivered within the required timeframe, it was removed from the program and its funding redirected to another deliverable project. These deadlines have served the region well. For instance, during the ISTEA era (FY 1992-93 to FY 1996-97), the MTC region fully obligated the STP and CMAQ funding apportioned to the Bay Area. MTC continues to work closely with project sponsors to ensure that transportation projects in the Bay are delivered in a timely manner in accordance with the deadlines noted below.

Federal Requirements (TEA-21) - STP, CMAQ and TEA funds (among other programs) must be obligated within 4 years of apportionment. Funds not obligated are lost to the state.

State Requirements (AB-1012) - Regional STP, CMAQ and TEA funds must be obligated within 3 years of apportionment. Funds not obligated are lost to the region.

Region Requirements (MTC Resolution No. 3239) - Regional STP, CMAQ and TEA funds must be obligated within 2 years of programming. Funds not obligated return to MTC for reprogramming.

Whom Do I Call If I Have a Question About the TIP?

For questions on the TIP, you may contact:

Ross McKeown
Phone: 510-464-7842
Email: RMckeown@mtc.ca.gov

or

Raymond Odunlami
Phone: 510-464-7717
Email: ROdunlami@mtc.ca.gov

For detailed information on individual projects, it is recommended the particular project sponsor or lead implementing agency be contacted directly. General information on the transportation financing process can be found in two MTC publications, Moving Costs: A Transportation Funding Guide for the Bay Area and the Citizens' Guide to the Metropolitan Transportation Commission. Both are posted on MTC's Web site at www.mtc.ca.gov/publications. Printed copies are available through the MTC/ABAG Library and may be ordered via e-mail library@mtc.ca.gov, fax (510.464.7852) or telephone (510.464.7836).

Figure 1**Programmed TIP Funds and Available Revenues**

FY 2002-03 to FY 2004-05

(in thousands of dollars)

	Carryover to FY 2002-03	Estimated Funds Available FY 2002-03	TIP Programming FY 2002-03	Estimated Funds Available FY 2003-04	TIP Programming FY 2003-04	Estimated Funds Available FY 2004-05	TIP Programming FY 2004-05	Total Funds Available FY 2003-05	Total TIP Programming FY 2003-05
Federal									
Surface Transportation Program (STP) ¹	\$ 58,827	\$ 68,306	\$ 47,317	\$ 69,673	\$ -	\$ 71,066	\$ -	\$ 267,872	\$ 106,144
Congestion Mitigation and Air Quality Improvement Program (CMAQ) ¹	56,334	63,426	62,178	64,987	-	66,287	-	251,034	118,512
Transportation Enhancement Activity (10% of State STP to region) ¹	18,222	8,915	8,896	9,028	-	9,209	-	45,374	27,117
FTA Section 5307 ¹	185,467	177,356	176,647	181,303	27,680	184,929	-	729,055	389,794
FTA Section 5309 - Fixed Guideway ¹	76,647	91,139	84,940	88,391	49,966	-	-	256,177	211,553
FTA Section 5309 - New Starts ¹	-	100,000		100,000		100,000		300,000	-
FTA Section 5309 - Bus ¹	-	11,260		11,486		11,716		34,462	-
FTA Section 5310	1,411	-	-	-	-	-	-	1,411	1,411
FTA Section 5311	639	5,235	484	8,423	-	8,653	-	22,950	1,123
High Priority Project (Fed. Demonstration Projects)	210,487	127,110	127,910	113,256	114,306	101,433	102,483	552,286	555,186
Other Federal	2,545	119,948	119,948	64,000	64,000	80,058	80,058	266,551	266,551
Total Federal	610,578	772,695	628,320	710,547	255,953	633,351	182,541	2,727,172	1,677,393
State									
State Transportation Improvement Program (STIP)	422,648	311,023	311,023	448,187	448,187	131,140	131,140	1,312,998	1,312,998
State Highway Operations Protection Program (SHOPP)	-	383,485	383,485	384,000	384,000	519,000	519,000	1,286,485	1,286,485
Traffic Congestion Relief (TCRP)	163,536	270,320	270,320	120,277	120,277	27,900	27,900	582,033	582,033
Other State	3,905	416,078	416,078	747,277	747,277	1,257,942	1,257,942	2,425,202	2,425,202
Total State	590,089	1,380,906	1,380,906	1,699,741	1,699,741	1,935,982	1,935,982	5,606,718	5,606,718
Regional/Local									
Regional Measure 1/Bridge Toll Funding	11,546	95,377	95,377	125,655	125,655	23,666	23,666	256,244	256,244
Local Sales Tax funding	244,432	166,130	166,130	143,573	143,573	182,412	182,412	736,546	736,546
Other regional/local	237,471	588,580	588,580	255,847	255,847	172,070	172,070	1,253,968	1,253,968
Total Regional/local	493,449	850,087	850,087	525,074	525,074	378,148	378,148	2,246,758	2,246,758
Total	\$ 1,694,117	\$ 3,003,688	\$ 2,859,313	\$ 2,935,362	\$ 2,480,768	\$ 2,947,481	\$ 2,496,671	\$ 10,580,648	\$ 9,530,870

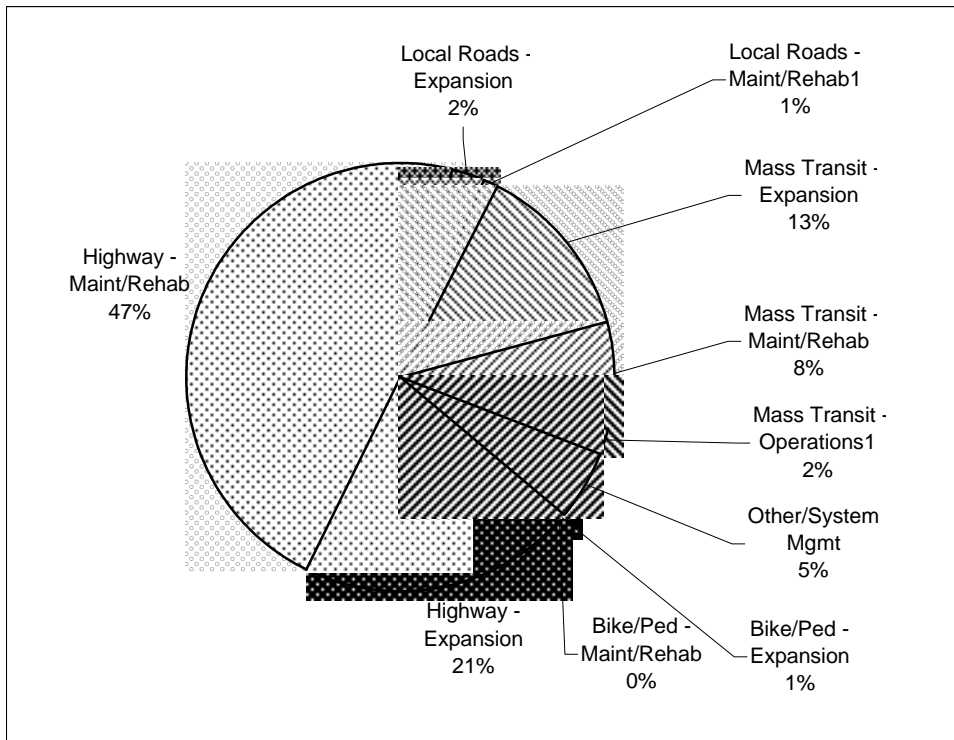
1) The calculation of STP, CMAQ and Section 5307/5309 funding is an MTC estimate based on the guaranteed funding levels and three years of actual data.

Figure 2

Programmed TIP Funds by Mode and Purpose

Figures in thousand of dollars

Project Type	Carryover to FY 2002-03	FY 2002-03	FY 2003-04	FY 2004-05	Total Funds for 3-year Period
Bike/Ped - Expansion	\$ 26,701	\$ 23,619	\$ 3,364	\$ 4,880	\$ 58,564
Bike/Ped - Maint/Rehab	5,485	2,191	730	-	8,406
Highway - Expansion	583,691	573,316	489,229	311,830	1,958,065
Highway - Maint/Rehab	192,951	1,056,401	1,315,010	1,870,268	4,434,630
Local Roads - Expansion	18,277	72,394	125,932	15,311	231,914
Local Roads - Maint/Rehab ¹	37,023	53,310	19,613	12,550	122,495
Mass Transit - Expansion	274,351	546,952	242,222	195,482	1,259,008
Mass Transit - Maint/Rehab	359,615	320,716	94,392	4,135	778,858
Mass Transit - Operations ¹	41,885	55,803	48,447	36,583	182,717
Other/System Mgmt	154,138	154,612	141,829	45,633	496,213
Total	\$ 1,694,117	\$ 2,859,313	\$ 2,480,768	\$ 2,496,671	\$ 9,530,870



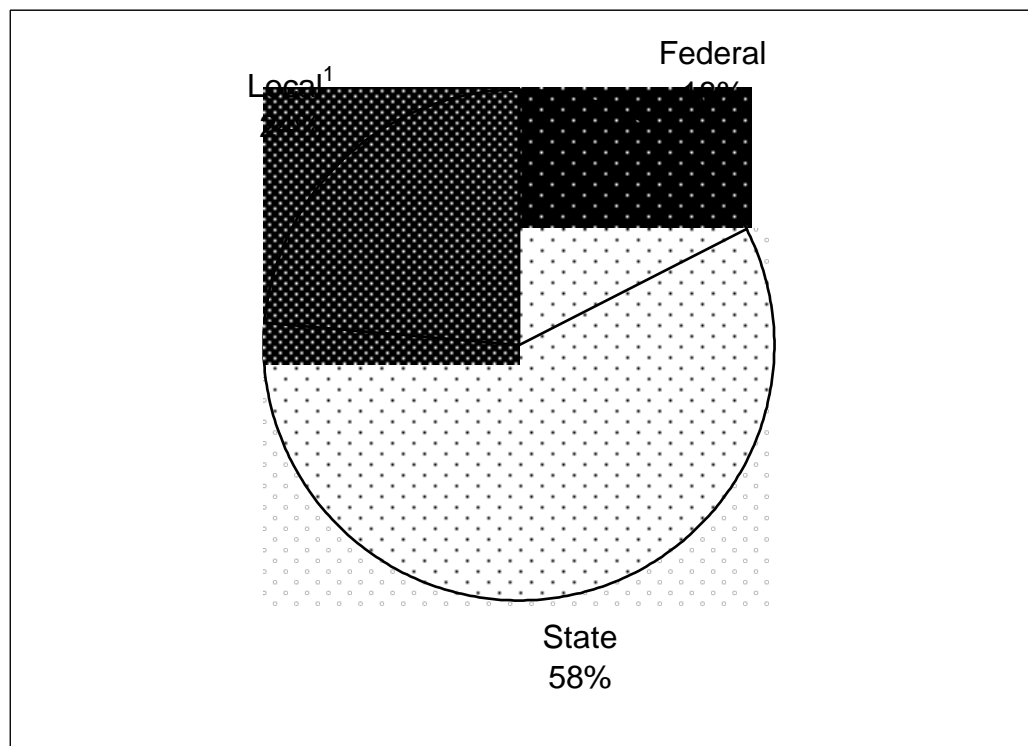
1) The TIP does not account for all transportation expenditures in the Bay Area. For example, locally funded projects that do not significantly affect the regional transportation system or regional air quality are not included in the TIP, although collectively they represent a considerable portion of the overall revenues available to the region for transportation investments. It should be noted that many of these locally funded projects support transit operations and the maintenance of local streets and roads. The dollar value of these non-TIP projects is not represented in these figures, but is included in MTC's long-range Regional Transportation Plan.

Figure 3

Programmed TIP Funds by Federal/State/Local Source

Figures in thousands of dollars

	Carryover to FY 03	Programmed in FY 03	Programmed in FY 04	Programmed in FY 05	Total TIP Programming
Federal	\$ 610,578	\$ 628,320	\$ 255,953	\$ 182,541	\$ 1,677,393
State	590,089	1,380,906	1,699,741	1,935,982	5,606,718
Local ¹	493,449	850,087	525,074	378,148	2,246,758
Total	\$ 1,694,117	\$ 2,859,313	\$ 2,480,768	\$ 2,496,671	\$ 9,530,870

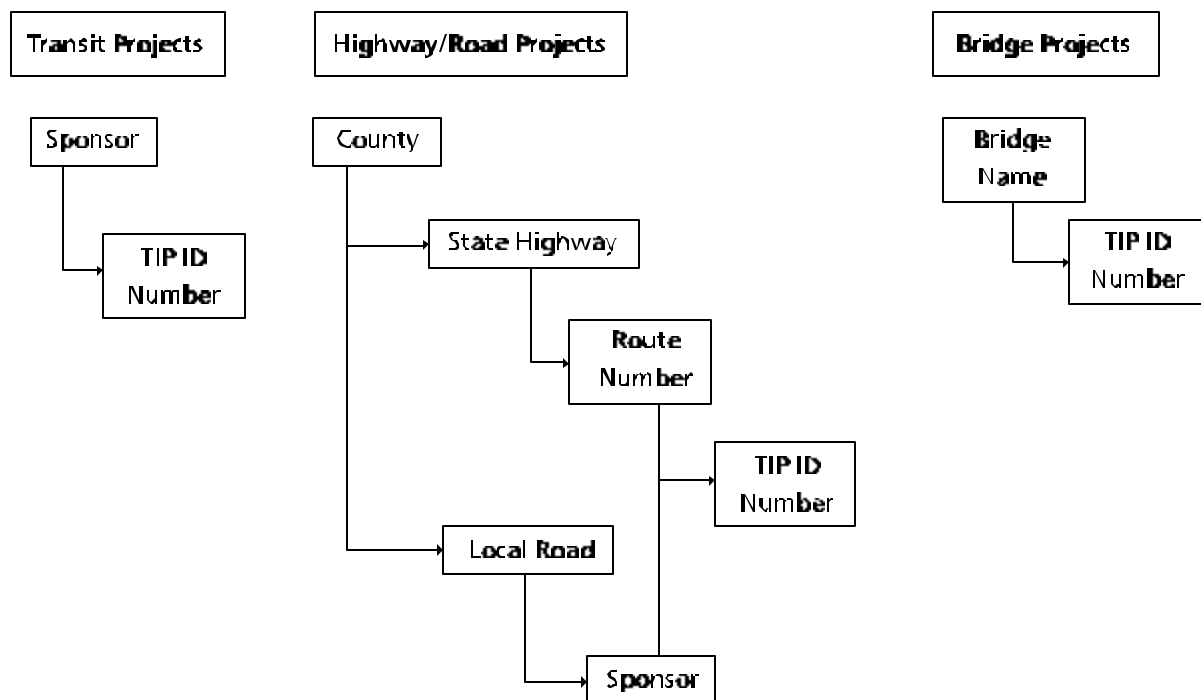


How to Read the Project Listings

Organization

Project listings provide a detailed description for each individual project listed in the 2003 TIP. The projects in the TIP are organized alphabetically by transit agency, followed by roadway projects listed alphabetically by county. Within each county's roadway project listing, the projects are sorted into state highway projects first (by route number), followed by local roadway projects sorted alphabetically by sponsor.

Producing the TIP Sort Order Plan



Key to Format

The detailed listing contains the following information for each project:

Data Label	Definition
TIP ID	A unique number used to identify project funding.
Sponsor	Agency in charge of administering a project.
Co-Sponsor	Agency administering or implementing a project in partnership with the Sponsor.
Project Name	Name or title of the project.
Project	Brief description of the project and project location.
County	The county in which the project is located.
Mode	The mode of transportation for which the project improvement is attributed: public transit, (Transit), local streets and roads (Local Hwy), State Highway System or Interstate System (State Hwy), and Toll Bridge (Bridge).
Level of Review	For air quality purposes, projects are assigned to receive a particular level of review. AA (Administratively Approved) is for projects exempt from air quality review, PR (Project Review) is for large, capacity increasing projects. Small projects that are not specifically exempted from the CO impact analysis, but which can be approved administratively if the sponsor performs a CO "hot spot" analysis are designated AACO.
Air Quality Exempt Code	Air Quality Exemption status per federal Environmental Protection Agency (EPA). A list of the Air Quality Exempt Codes may be found in Appendix A-17.
Fund Source	The funding source. A list of all funding sources may be found in Appendix A-12.
Phase	The stage of the project for which the specified funds have been programmed. Phases include: environmental (ENV), design engineering (PSE), right of way acquisition (ROW), Caltrans support for right of way (ROW-CT), construction (CONST), and Caltrans support for construction (CONST-CT).
Prior Years	Funding in years prior to the three years of the TIP. These funds are shown for information only and are not part of the three years of the TIP.
Later Years	Funding in years after the three years of the TIP. These funds are shown for information only and are not part of the three years of the TIP.
Total Programming	Total project funding, including prior and later-year funds.
Carryover to FY 2002-03	Carryover any funding programmed prior to FY 2002-03 that has not yet been obligated or awarded.
FY 2002-03, etc.	Fiscal year. The fiscal year in the TIP is October 1 to September 30 of each year. The 2003 TIP covers the three-year period of FYs 2002-03, 2003-04 and 2004-05.

Sample project listing:

TIP ID: ALA010034		County: Alameda		Mode: Transit		Level of Review: AA		
Project Name: AC Transit Maintenance Facilities Upgrade				Air Quality Exempt Code: 2 04				
Project: In Alameda County: AC Transit District-wide facilities & equipment upgrades.								
Sponsor: Alameda Contra Costa Transit District (AC Transit)								
Route: 0		From Mile:		To Mile:				
Fund Source	Phase	Prior Years	Carryover to FY2002-03	FY 2002-03	FY 2003-04	FY 2004-05	Later Years	Total Programming
BT664	CONST	\$0	\$0	\$481	\$0	\$0	\$0	\$481
RTIP-02-F	CONST	\$0	\$3,705	\$0	\$0	\$0	\$0	\$3,705
Total Programming:		\$0	\$3,705	\$481	\$0	\$0	\$0	\$4,166

WEB PAGE ACCESS

How to View the TIP on the Internet

The Metropolitan Transportation Commission (MTC) has put the entire Transportation Improvement Program (TIP) on the Internet. This allows project sponsors and the general public to see what transportation projects are planned in their area and in the MTC region.

To view the TIP on the Internet, you will need a computer with Internet access capabilities or you can visit any public library in the Bay Area and ask to use their Internet computer. Once on the startup page of the computer you are using, type in the following Universal Resource Locator (URL) into the address line of the Web browser:

<http://www.mtc.ca.gov>

This will take you to MTC's Home Page. From this site, you will then move your mouse to the Site Index section on the left side of the screen and click on the word "*Library*." This will take you to MTC's Library page. The TIP is listed as a feature on this page. Clicking on the "Transportation Improvement Program (TIP)" link will take you to the TIP page.

From there you can follow the on-line instructions to view actual TIP project listings or other portions of the TIP. For easier and faster access to the TIP, once on the startup page of your computer, type in the following URL into the address line and it will take you directly to the TIP Web page:

<http://www.mtc.ca.gov/publications/tip/tipind.htm>

If you have problems accessing MTC's on-line TIP, you can contact either:

Raymond Odunlami
Phone: 510-464-7717
Email: Rodunlami@mtc.ca.gov

or

Mark Miletich
Phone: 510-464-7814
Email: Mmiletich@mtc.ca.gov